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COUNTRY East Germany REPORT NO.   25X1

TOPIC Oranienburg Airfield

EVALUATION see below PLACE OBTAINED   25X1

DATE OF CONTENT 26 February to 15 April 1953

DATE OBTAINED   DATE PREPARED 13 May 1953

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. From 26 February through 13 April 1953, the damage caused to the runway of Oranienburg airfield by the detonation of a mine was repaired. Debris near the runway was hauled away by dump trucks. Grass was sown in the leveled area west of the main runway. A new taxiway 18 meters wide connected the southern end of the runway to the taxiway on the east side of the field via Wilhelminenhof.

2. On 13 April, a total of 1,500 workers were employed at the field. Work was being done in three shifts. Six aircraft revetments about 180 meters apart were completed on the taxiway running from the hangar to the southwest. Concrete sections adequate for 32 aircraft revetments have been shipped to the field to date.<sup>1</sup>

3. A detail of 100 Soviet soldiers arrived at the Weisse Stadt restricted area. They had the mission of searching for hidden mines. Mineprobing rods were used. Prior to 13 April, four mines were detected.

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4. On 3 March, source observed that the fence around the airfield was completed. The fence was 2.50 meters high. Sedans   were observed in front of the hangar.<sup>2</sup> 25X1

5. About 3 p.m. on 7 March, three mines found at the field were detonated in a blasting pit. Three duds were detonated from 5 p.m. to 7 p.m. on 23 March. According to an airfield worker, a total of 47 duds or mines were found at the installation.

6. Prior to 13 April, five aircraft revetments about 25 meters square were being built south of the hangar and two east of it. The revetments were apparently to be roofed over.<sup>1</sup>

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7. After 7 March, construction work at the field was resumed. From 60 to 70 men were doing leveling and concreting work on the taxiway southwest of the hangar. Source learned   that the taxiway was to be provided with recesses on both sides, probably for the construction of hardstands. No work was being done on the runway nor had the excavation work at the south side of the field been resumed. From 21 to 26 March, many of the workers at the field worked on the northwest-southeast taxiway. On 13 April, source observed concreting work on this taxiway. A new single-story temporary building which was to provide accommodation for construction workers

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from block No III of the Weisse Stadt restricted area was being built in the northeastern corner of the field.

8. From 21 to 26 March, construction workers who had been recruited by the Bauunion Leipzig for work at the airfield continuously arrived at Oranienburg railroad station. They were quartered in buildings Nos 1, 2, 3, 16 and 17 of the Weisse Stadt restricted area.
9. By 18 March, the extensions of the main runway at the field were completed. From 1 to 14 March, 400 workers were newly hired for construction work at the installation. Another 400 workers were recruited from 16 to 20 March. The total workforce at the field thus amounted to 1,400 men. Another 500 men were to be recruited by the labor offices. After 23 March, work was being done in three shifts.
10. From 10 to 16 March, guards at the airfield were increased. About 20 men were on guard duty at any given time. The relieving guard details arrived by truck [REDACTED] Construction work was being done in the middle of the field. Shipments of sand were observed. No work was being done in the southern portion of the installation, on the runway and the newly excavated taxiway. Concrete slabs as used for the construction of aircraft revetments were piled up at the loading ramp of the field. On 19 March, construction work was concentrated in the northern portion of the field and the taxiway extending from the old hangar to the southwest. The field was lighted at night. Prior to 15 April, the number of construction workers employed at the installation was increased. Concrete pillars joined by concrete slabs were being set up in the northeastern portion of the field. No details could be observed.
11. On 19 March, the runway of the field was swept and debris was being trucked away. The concrete surface of the taxiway extending from the southern end of the runway toward the east had sunk and cracked in many places. A short distance from its junction with the runway, the surface of the taxiway was broken up for the laying of water pipes. The taxiway to be constructed from the southern extension of the runway to the old taxiway in the northeast was not yet provided with a concrete surface. Sand and stone chippings were being trucked there.
12. On 18 March, duds were being blasted west of the runway. About 15 April, the old hangar near Wilhelmstal was being dismantled. The prefabricated corrugated sheet metal sections were shipped to an undetermined place.
13. No aircraft were observed at the field on 27 March. Concrete slabs as they had been used for the construction of aircraft revetments at Werneuchen airfield were observed at the installation. Source learned that such aircraft revetments were being built at Oranienburg.
14. No guards were observed at the northern gate of the field on 29 March. The installation had recently been surrounded by a barbed wire fence. The course of this fence was not completely observed at the south and east sides of the field. However, source saw a barbed wire fence on the western embankment of Oranienburg Canal. A short distance before the road to Wilhelmminenhof, the fence receded to the west, continued as far as a short distance from Wilhelmstal, from where it continued to the southwest.<sup>2</sup>
15. A new construction site was observed 50 meters west of the main runway between the runway and the northern portion of Leegebruch. Four concrete mixing machines and two excavators were operating there. Excavated earth was hauled to Antonienhof on a narrow-gauge field railroad track. This work continued on 14 April. Five construction sites evenly spaced, apparently for aircraft revetments were seen east of the main runway. The height of these revetments was estimated at six meters. Source saw a narrow-gauge field railroad track on the northwest-southeast runway and the taxiway to the old southern end of the main runway. Leveling work was being done on both sides of the taxiway.

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16. On 1 April, source learned at a laundry in Oranienburg that an air force lieutenant, probably the supply officer of the unit stationed at Hans Schemm Schule, had warned the manager of the laundry that they must reckon with an increased amount of washing because the air force unit would be increased from 300 to 900 men by 15 April.
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17. From 1 to 2 p.m. on 8 April, source observed that buildings Nos 1, 2, 3, 16 and 17 south of Ernst Thaelmann Strasse in the Weisse Stadt were either empty or quartered construction workers employed at the airfield. The fuel dump (item 40) was not used. Also the garages and sheds north of the street were empty (items 25, 26, 30, 31 and 35). There were no indications of a renewed occupation. The northern portion of the Weisse Stadt restricted area still quartered about 100 Soviet Air Force officers. On 13 April, source observed that there was no change in the status of Weisse Stadt. A German civilian checked the passes of the workers at the former main gate on Ernst Thaelmann Strasse. No Soviet sentries were seen there. Truck [ ] was observed. 25X1 3 and 4
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1. [ ] Comment. Of the 32 aircraft revetments scheduled to be built at the field, six were pinpointed [ ] on a sketch [ ] For sketch, 25X1 see Annex 1.
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2. [ ] Comment. Information on the course of this fence will be transmitted later.
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3. [ ] Comment. After the runway, which is 2,560 meters long, has been completed and the workforce at the field increased it may be expected that the construction of aircraft revetments will be accelerated and the taxiways at the field reconditioned.

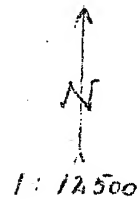
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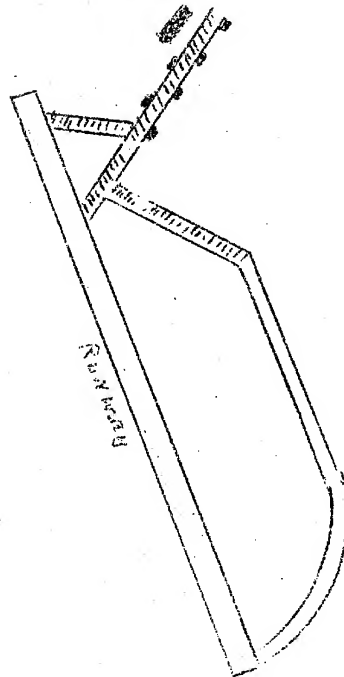
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

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-  = Hangar
-  = Aircraft revetments
-  = Completed sections
-  = Under construction

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